

2006 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program

This application is available on the King County Web site at <http://www.metrokc.gov/kcdot/tp/ortp/grants.html>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@metrokc.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR – 0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm June 1st, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	<p>Project title: Tukwila Transit Center</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: 1303</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Tukwila</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p>Project contact person: Cyndy Knighton</p> <p>Address: 6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188</p> <p>Phone: 206.431.2450</p> <p>Fax: 206.431.3665</p> <p>E-Mail: cknighton@ci.tukwila.wa.us</p>
5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>The Tukwila Transit Center project will replace the existing, inadequate transit stops located near the intersection of Andover Park West and Baker Boulevard in the City of Tukwila with an expanded, high quality Transit Center to accommodate current and future passenger demands, promote transit ridership, provide expanded capacity for transit service (King County Metro and future Sound Transit Express or Bus Rapid Transit), and improve passenger and business safety and security. Work will include construction of:</p> <ol style="list-style-type: none"> 1. New northbound and southbound stops and bus bays along Andover Park West. The existing in-line and pull-out stops in the northbound and southbound directions will be replaced by 2-bay and 3-bay stops, respectively, to accommodate increased passenger demands. 2. A new curbside stop to replace the existing stop on Baker Boulevard (eastbound direction). 3. New transit shelters and passenger amenities for all stops. 4. Enhanced lighting, landscaping, and other treatments to improve rider safety, security, and comfort using Crime Prevention Through Environmental Design (CPTED) principles. 5. New security systems (emergency call station and potentially closed circuit television) to further improve rider safety. 6. Landscaping and other treatments to reduce impacts between the transit zones and neighboring properties. 7. Improvements to pedestrian facilities at the Andover Park West/Baker Boulevard intersection to support safe and efficient pedestrian movements, and mitigate current pedestrian safety issues. <p>Exhibits 1-4 illustrate the Tukwila Transit Center site plan and stop designs.</p>

The project will be carried out in parallel with redevelopment of the Southcenter shopping mall immediately to the west of the site, and will promote safe and efficient pedestrian movements to/from that location. The project is also designed to be integrated with the future redevelopment of Tukwila's Urban Center Core to the east of the site, and is a necessary component of meeting travel demand management requirements for the Tukwila Urban Center as a whole.

Project Need:

The intersection of Andover Park West and Baker Boulevard is the effective focal point of transit use in the Tukwila Urban Center. The three transit stops at the vicinity of this intersection serve over 4,300 riders per day. Current problems with this site include:

- Existing facilities are insufficient to meet current needs and future demands. Based on current trends and the impacts of rising gas prices, King County Metro anticipates ridership to increase by a rate of 3% per year. This equates to an additional 700 daily riders in 2010, 1,500 more riders in 2015, and over 2,400 additional riders in 2020, for a total of 6,800 riders per day in 2020. Expansion of the Southcenter Mall, scheduled for completion in 2008, and ongoing redevelopment of the Tukwila Urban Center are likely to accelerate ridership growth further.
- Pedestrian safety is a significant concern. The existing northbound stop is at the intersection of Andover Park West and Strander Boulevard. The distance to connecting buses at the existing southbound stop, at Andover Park West and Baker Boulevard, is 700 to 1,000 feet via designated crossings. By crossing mid-block, pedestrians reduce their walk distance by up to 500 feet – a powerful incentive that contributes to prevalent jaywalking. Since 2001, three pedestrians have been hit by vehicles as they jaywalked across Andover Park West, with all accidents resulting in injuries to the pedestrians. Pedestrian accidents account for 3% of the overall reported collisions and 18% of all injuries in this corridor.
- Crime and safety concerns at the stop include littering, loitering, intimidating behavior, drug dealing, fights, and public urination. Problems tend to occur more often after the end of the afternoon commute.
- The interface between transit zones and adjacent private property is mutually detrimental. There is no clear definition of the boundary between public and private property, and waiting riders often spill into abutting parking areas. At the same time, transit stops are squeezed between Andover Park West and desolate parking lots with no buffer to screen the view of asphalt and cars.
- The existing stops are neither attractive nor comfortable. Despite 3,200 daily riders, only two small shelters and limited seating are provided at the southbound stop. At the northbound stop, only one shelter is provided for the 850 daily riders. There is simply not enough space for the waiting riders; therefore, patrons are forced into the nearby parking lots.



The facilities at the current transit stops are failing to meet the needs of transit riders, transit operations, the City's goals for future redevelopment, and the community at large. They fall short of their potential to be a community asset and are instead a community liability.

Project Purpose:

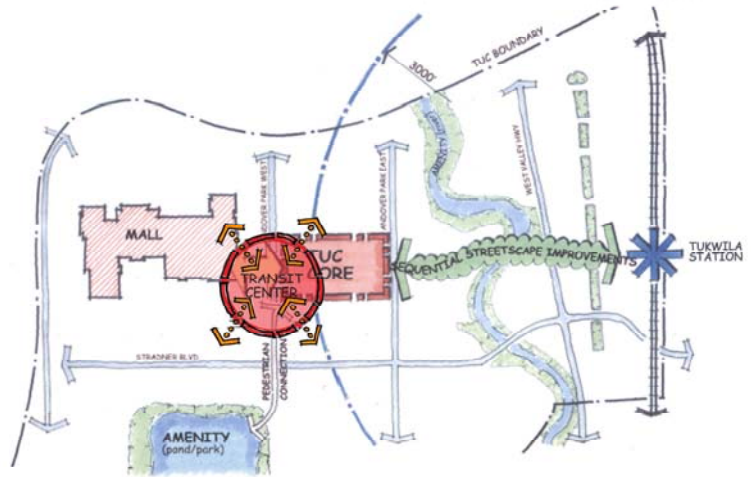
The purpose of the Tukwila Transit Center is two-fold. First, the development of the Tukwila Transit Center will directly address the issues noted above with respect to the current transit stops. Second, the Tukwila Transit Center will be a first step towards implementing the future envisioned for the Tukwila Urban Center of a vibrant, pedestrian-oriented live/work/play urban core, setting the standard for quality redevelopment and catalyzing implementation of the larger vision.

The construction of the Tukwila Transit Center will address the problems listed above through the following:

- Transit zones will be expanded in length and width, providing ample area for transit operations and waiting passengers. These improvements will enable accommodation of anticipated growth for the foreseeable future, including potential Bus Rapid Transit service.
- Pedestrian safety and convenience will be considerably enhanced. The walk distance for riders

transferring between routes at the northbound and southbound stops will be reduced by 300 feet. The designated crosswalks will be located in the direct line of travel between the two stops, substantially reducing the motivation to jaywalk. Enhanced pedestrian crossing facilities at the Andover Park West/Baker Boulevard intersection will further improve pedestrian safety and convenience.

- Crime and safety concerns will be addressed through improved lighting, implementation of security technologies, removal of problematic items such as the existing payphones, incorporation of shelter and landscape design that does not impede visibility, and creation of an attractive and easily maintainable waiting environment. These design treatments will be complemented by increased cooperative enforcement by Tukwila and Metro Transit police.
- The Transit Center boundaries will be clearly defined with landscaping and a low, attractive fence marking the edge between public and private property. This buffer will enhance the waiting environment while channeling transit riders to designated waiting areas and pedestrian paths.
- Two shelters will be provided per bus bay along with ample individual seating. Together, high quality new shelters, passenger amenities, and landscaping will significantly increase the comfort of waiting passengers, encouraging transit use by new and existing riders.



The combination of all improvements will enable the Tukwila Transit Center to go beyond addressing current issues, creating a forward-looking manifestation of the vibrant pedestrian-oriented urban environment envisioned for the Tukwila Urban Center. The Transit Center will link together the redeveloped Southcenter Mall and the future Tukwila Urban Center Core, which will be constructed along Baker Boulevard. The Transit Center will create a gateway to the city for transit riders and to the adjacent districts for pedestrians. The pedestrian environment will be improved not only for transit riders but also for all visitors and residents, present and future, of the Tukwila Urban Center. Instead of an eyesore, the transit facilities on Andover Park West will be a vibrant community emblem that encourages people to use transit and catalyzes further redevelopment of the area.

- 6 Project location:** Andover Park West, between Strander Boulevard and Tukwila Parkway in the City of Tukwila
a. County(ies) in which project is located: King

Answer the following questions if applicable:

- b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):
Eastern extent: Andover Park East
- c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):
Western extent: Southcenter Mall

- 7 Map:** 1. Include a legible 8½" x 11" project map with the completed application form. Exhibit 5
2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11"). Exhibit 6

Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.

8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> Any bicycle and/or pedestrian project. Projects not on a roadway and using CMAQ or other funds Any transit project, including equipment purchase and park-and-ride lot projects. 	
	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population"</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access 	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population"</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access
<p>PLAN CONSISTENCY INFORMATION</p>		
9	<p>Consistency with adopted <i>VISION 2020</i> and <i>Destination 2030</i> (Metropolitan Transportation Plan)</p> <p>a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.</p> <ul style="list-style-type: none"> Certification Status: Certified Date of certification action (mm/dd/yy): 09/01/02 - Awaiting PSRC review for 2004/2005 updates <p>b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.</p> <ul style="list-style-type: none"> <input type="checkbox"/> The project is located outside the designated urban growth area. (Refer to http://www.psrc.org/projects/tip/applications/reference.htm for more information.) <input checked="" type="checkbox"/> The project is located within the designated urban growth area. <input checked="" type="checkbox"/> The project is located within a formally designated center. (Please identify center in the space below) Tukwila Urban Center 	

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

Tukwila Comprehensive Plan, Policy 13.4.8, page 156

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☒ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

A. Designated Centers (50 Points)

11. Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

CENTER ENVIRONMENT

Development:

The Tukwila Transit Center will provide significant benefits to the Tukwila Urban Center. The Tukwila Urban Center (TUC) is a designated urban center and Tukwila's commercial core, containing almost all of Tukwila's non-residential development, with office development, manufacturing, and a range of retail anchored by Southcenter Mall. The TUC currently provides extensive facilities for incubator businesses, regional comparison shopping, major discount shopping, entertainment, and a full range of professional services.

Historically, land use in the TUC has been dominated by auto-oriented development. As a result, traffic congestion is threatening development potential while there is still a large amount of developable land. The Tukwila Transit Center is critical to creating a shift to a more balanced transportation system in the Tukwila Urban Center that will allow continued economic growth. Without significant multimodal transportation improvements, roadway level of service (LOS) throughout the TUC is expected to significantly degrade, impacting future housing and retail development, job opportunities, freight movement, and quality of life for residents, commuters, and visitors to the Tukwila Urban Center. The ability of the City of Tukwila to meet roadway LOS concurrency standards is threatened. Not meeting these standards would effectively place a moratorium on growth. This is not only an issue for the City of Tukwila, but also for the region. Tukwila is the 8th largest sales tax revenue source in the Puget Sound area (the four counties in the Puget Sound Regional Council) and the 10th largest in the entire state, with total revenue of \$214 million in 2004. It is important to the overall economic health of the region to support planned and future growth in Tukwila by constructing the Tukwila Transit Center. The Tukwila Transit Center will be instrumental in increasing transit ridership and enabling the transformation of the Tukwila Urban Center into the vibrant, pedestrian-oriented urban core

envisioned in Tukwila's urban center plans. The high quality standard set by the Tukwila Transit Center will help to establish a sense of place and contribute to the creation of an urban heart that will set Tukwila apart from other regional destinations and contribute to future economic competitiveness.

Significant growth is envisioned for the Tukwila Urban Center, with an increase in density that will transform the existing auto-dominated land use pattern to one with a more urban, walkable, transit supportive character. Current employment in the TUC is 22,770. By 2020 employment will grow to 27,200 – a 19% increase. By 2020, housing units in the TUC will have grown from 10 to 1,600 – a 159% jump. However, in order to implement this planned development, roadway LOS concurrency issues must be addressed through projects such as the Tukwila Transit Center.

As part of the efforts to redevelop the TUC, the Tukwila Urban Center Subarea Plan will be adopted this summer, along with a Planned Action to encourage the development potential of the area. Market analysis done for the Subarea Plan clearly demonstrates demand for more retail, restaurants, industrial uses, office, lodging, and housing. More intense developments of retail and office space will be concentrated in the vicinity of the Tukwila Transit Center, in the north portion of the TUC, and opportunities for mixed use and residential development will emerge.

The market is already responding to the forthcoming Subarea Plan and Planned Action. The Tukwila South development – a mixed use development of 10 to 14 million square feet of retail, office, industrial, and warehousing with up to 2,000 housing units – is finalizing its Master Plan. Several large-scale mixed-use retail developments are planned with approximately 255,000 square feet of mixed retail expected to begin construction in March 2007. Southcenter Mall has begun a 500,000 square foot expansion that will include lifestyle retail components. Construction on this major expansion will be complete in August 2008. The Southcenter Mall expansion will include a covered walkway connecting the Mall's entrance to the Tukwila Transit Center. These projects and their successors cannot move forward if the City cannot maintain LOS concurrency. Tukwila cannot reduce traffic congestion by decreasing the dependence on the automobile without quality transit facilities such as the Tukwila Transit Center.

The Southcenter Mall is a major contributor to the overwhelmingly high ridership at the transit stops near Andover Park West and Baker Boulevard as compared to the other stops in the Tukwila Urban Center. A large number of employees working at Southcenter Mall rely on transit and studies conducted by Tukwila show that between 20-50% of transit patrons waiting for bus service stop at the mall. As the vision for the Tukwila Urban Center is implemented, the ridership impact of the Southcenter Mall will be increasingly augmented by additional land uses. The TUC Core, the key component in the Tukwila Urban Center Subarea Plan, will be constructed to the east of the Tukwila Transit Center – providing both a social heart for the community and bolstering the City's economic position. The TUC Core, as illustrated in Exhibit 7, will be a continuous stretch of active, pedestrian-scaled ground floor storefronts integrated with office, lodging and/or housing on the upper stories. The TUC Core will be the nexus of transit, connecting the Tukwila Transit Center to the Tukwila Station (Sounder/Amtrak). The TUC Core is the critical link to the Tukwila Urban Center's success, and the Tukwila Transit Center is the catalyst public project that will initiate the TUC Core development. There is a strong symbiotic relationship between the Tukwila Transit Center and urban development – the Transit Center enables development and development generates ridership.

Plans and Policies:

The Tukwila Transit Center implements a project specifically identified as a key need in the Final Tukwila Transit Network Plan. The need for the Tukwila Transit Center and key considerations are described in detail on pages 75 to 79 of this adopted plan (excerpted in Exhibit 8). The Tukwila Transit Center is a critical investment needed to accommodate future service and ridership growth and to improve the perception of transit in Tukwila.

The Tukwila Transit Center is also specifically identified in the Tukwila Comprehensive Plan, as well as directly or indirectly supporting at least 12 goals and 40 policies in the Tukwila Comprehensive Plan. Excerpts from the City's Comprehensive Plan, as they pertain to this project, are shown in Exhibit 9. The Tukwila Transit Center will further the goals of the Tukwila Comprehensive Plan in the following ways:

- Overall Community Image will benefit from the quality construction and design of the Tukwila Transit Center, which will contribute to a sense of pride in place.
- Transportation Corridors, particularly Andover Park West and Baker Boulevard, will benefit from an improved balance between pedestrians, transit, and automobiles.
- A strong Tukwila Urban Center that can accommodate high-intensity Urban Development will be possible with the construction of the Tukwila Transit Center, resulting in Economic Development and contributing to the vitality of the region.
- Improved Transportation Circulation will be achieved through increased use of transit and walking, thereby enhancing reliability for both transit and automobiles.
- Quality transit facilities and increased transit capacity will benefit Public Transportation, Transit, and Rideshare goals, including supporting Commute Trip Reduction needs of area employers.

- The Tukwila Transit Center will include amenities and capacity for Non-Motorized Transportation, promoting walking and bicycling as distinctive modes and as complements to transit use.

Regional Economic Strategy:

The Tukwila Transit Center will create direct benefits for businesses in the Tukwila Urban Center by providing a quality alternative to driving for employees and customers. Tukwila's Urban Center plays a critical role in the region's economic engine and this project is critical to the City of Tukwila's growth. The Tukwila Urban Center is currently home to 1,360 businesses and 22,700 jobs. Of these businesses, 176 are firms within the Prosperity Partnership's targeted industry clusters, representing over 2,800 jobs:

Prosperity Partnership Targeted Industry Clusters in Tukwila's Urban Center		
	Employees	Firms
Aerospace	348	21
Clean Technology	24	3
Information Technology	1,016	56
Life Sciences	16	3
Logistics & International Trade	1,432	93
Total	2,836	176

The Tukwila Transit Center will help to create and sustain jobs in these target industries, and others, by providing improved mobility and by helping to create a vital urban core that will be attractive to firms in the target industries. In addition, the Tukwila Transit Center will contribute to freight mobility, particularly relevant to the Logistics & International Trade target industry, by shifting trips from driving to transit thereby exerting a beneficial impact on congestion.

PROJECT'S IMPACT ON CENTER:

Problem Remedy:

The current transit stops on Andover Park West have insufficient capacity for transit vehicles and inadequate and crowded facilities for waiting riders. These facilities are more of a hindrance than a help in promoting transit use in Tukwila, but despite their drawbacks they experience the highest ridership in the Tukwila Urban Center. Investing in ample and aesthetically pleasing transit facilities will not only address the current transit-specific problems but will also have far-reaching impacts on the future of development and transportation patterns in the City of Tukwila.

The long-term benefit of constructing a quality Transit Center cannot be overestimated. The Tukwila Transit Center is the catalyst project for the City's plans to guide the redevelopment of the Tukwila Urban Center into a vibrant, thriving "downtown" area. The improved transit service will be a draw for employers to relocate to Tukwila, as will the improved aesthetics and revitalization provided by a quality public project. Without the critical transportation benefits provided by this project, the Tukwila Urban Center Core growth will not occur as planned, and the overall redevelopment of the larger TUC will slow and potentially stagnate. The economic vitality of the region, as well as the state, will suffer if the Tukwila Urban Center loses some of its economic strength due to traffic congestion created by an unbalanced transportation system hindering growth. Conversely, the already significant amount of tax revenue generated by this area will only increase as the strength and vibrancy of the area grows as a result of improved travel for business, shopping, and pleasure on multiple modes. All of this hinges on the quality public investment in the Tukwila Transit Center to start the growth in the right direction and provide critical transportation infrastructure.

The Tukwila Transit Center will also address a variety of safety concerns, including pedestrian safety. Jaywalking from the current northbound stop is commonplace with pedestrian/vehicle collisions an annual occurrence and a continual concern. The new configuration of northbound and southbound stops significantly reduces the incentives for jaywalking. Coupled with the benefits of stop placement, new pedestrian crossing facilities at Andover Park West and Baker Boulevard will provide added encouragement for transit riders and other pedestrians to use the designated crossings. Distinctive intersection and crosswalk paving materials will further increase pedestrian safety by increasing driver awareness of the need to slow down and watch for pedestrians.

User Groups and Activities Supported:

Many user groups will directly benefit from the Tukwila Transit Center including commuters who work in Tukwila and customers of local businesses. With planned housing developments in the Tukwila Urban Center, residents will be added to the list of benefiting user groups. All of these user groups contribute to the economic vitality of Tukwila's Urban Center. The Tukwila Urban Center is a significant employment center with a high concentration of jobs. The Tukwila Transit Center will provide improved access to these jobs for a wide variety of groups. The Tukwila Transit Center will also accommodate a long horizon of future transit expansion. This current investment will continue to accrue increasing benefits for years to come.

The Tukwila Transit Center will also benefit a variety of population groups. This project will provide access to work and education opportunities for minority, low-income, and other protected classes through improved transit service and pedestrian improvements. Sizeable blocks of low-income and minority population areas surround the project area, according to data sources from PSRC (PSRC Map 2-1: Concentration of Poverty and Roadway Projects; Map 2-3: Low Income Population and Roadway Projects; Map 2-5: Minority Population and Roadway Projects). The Tukwila Transit Center will benefit both transit dependent and non-transit dependent individuals. The likelihood of choice riders using transit in Tukwila will be substantially improved. Shifting trips from automobile to transit will benefit both the new riders (benefits include reduced household transportation costs) and society as a whole (benefits include reduced congestion, air pollution, and land devoted to parking).

CIRCULATION WITHIN THE CENTER

The Tukwila Transit Center will provide convenient access to current and future major destinations in the Tukwila Urban Center, as well as substantially increase safety for transit riders and others. The transit stops comprising the Tukwila Transit Center are by far the most heavily used stops in the Tukwila Urban Center due to their proximity to the Southcenter Mall and other destinations including a high-end bowling alley (ACME Bowling), office, medical/dental, financial (banks), and light manufacturing.

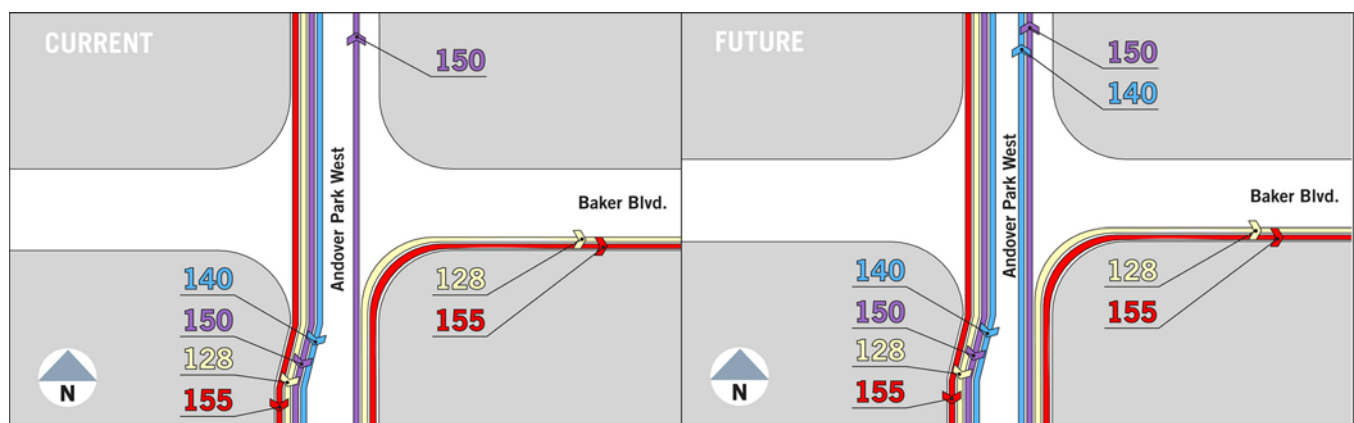
Pedestrian/Bicycle Accessibility:

A major focus of the Tukwila Transit Center is to improve access and safety for pedestrians. With the current configuration of northbound and southbound stops on Andover Park West, riders transferring between buses at the two stops must walk between 700 and 1,000 feet in order to make the connection via a marked crosswalk. As a result, jaywalking is commonplace, as are pedestrian/vehicle collisions. Pedestrian accidents account for 3% of the overall reported collisions and 18% of all injuries in this corridor. Since 2001, three pedestrians have been hit by vehicles as they jaywalked across Andover Park West, with all accidents resulting in injuries to the pedestrians. The reconfiguration of the stops as part of the Tukwila Transit Center greatly improves convenience and safety for pedestrians, whether they are transferring between bus routes or traveling to destinations in the urban center.

Bicycle parking will be provided at the Tukwila Transit Center to support an important intermodal link between this transit hub and planned employment centers to the south and east. The Tukwila Transit Center complements planned pedestrian and transit links to the new permanent Tukwila Station, which will be served by Sound Transit commuter rail and Amtrak inter-city rail.

Reliability and Travel Time:

The placement of both southbound and northbound stops at the far sides of the intersection and the independent pull-in/pull-out configuration will improve the reliability of all routes. Buses will not be delayed at the stops as a result of waiting for other buses to depart nor will they be trapped in the pull-outs due to traffic queues at the intersection. In addition, the Tukwila Transit Center will reduce travel time on route 140 by enabling use of both the southbound and northbound stops. The Tukwila Transit Center will correct the current imbalance between the southbound and northbound transit stops, which has compelled inefficient routing of route 140.



Safety and Security:

Of all the issues experienced at the current transit stops on Andover Park West, safety and security are among the most prominent. Addressing these issues is at the forefront of the Tukwila Transit Center project. The current stops feel unsafe to riders as well as customers and employees of adjacent businesses. There are problems with illegal and antisocial behavior, and the constrained and unattractive waiting areas do nothing to suggest acceptable behavior and put legitimate users at ease.

The Tukwila Transit Center has been designed first for safety and security. King County Metro and Metro Police, Tukwila Police Department, and local stakeholders were all engaged to identify the most important safety concerns and the most effective solutions. At the transit stops, multiple measures will be taken to improve safety and security.

- Lighting will be significantly improved, with pedestrian scale lighting and in-shelter lighting added to the existing street lighting. Providing these three levels of lighting will improve real and perceived safety for transit riders as well as increasing the effectiveness of police surveillance.
- The existing payphones at the southbound stop, which have a reputation for use for illegal activities, will be removed, and replaced with emergency call buttons at both stops.
- Closed circuit television cameras will be installed to provide a record of incidents, as well as active monitoring.
- The shelters and landscaping have been designed to maximize visibility and to not create potential hiding locations.
- Increased waiting space will be provided while at the same time the transit waiting area will be clearly separated from adjacent private property by an attractive low fence and landscaping.
- The configuration of shelters and landscaping will create clearly defined waiting areas for the different routes, with routes with a history of security issues separated at opposite ends of the stops. These measures address concerns identified by the Tukwila Police regarding the forming of large groups.
- Not only will design solutions be implemented - the development of the Tukwila Transit Center has also initiated conversations between the Tukwila Police Department and Metro Transit Police towards greater collaboration in enforcement efforts.

Transit Use:

The current waiting environment does little to encourage use by potential choice riders. The transit stops are sandwiched between expansive parking lots and the busy traffic on Andover Park West, with few amenities to improve the waiting experience. The Tukwila Transit Center will provide a more spacious, attractive, and convenient waiting environment, encouraging continued and increased transit use by existing riders and attracting a growing number of choice riders. Providing a more pleasant transit experience is critical at this stage in Tukwila's development, and well timed to maximize growth in transit ridership. The Southcenter Mall is being redeveloped, with an increase in daily trips of 36% anticipated. The Tukwila Transit Center, scheduled to be completed concurrent with the mall redevelopment, will help capture an increasing number of those trips as transit trips. Looking to the long-term, the Tukwila Transit Center will be a crucial catalyst in shifting the Tukwila Urban Center from the current auto-oriented development pattern to a thriving, pedestrian-oriented urban environment with strong transit use. The urban redevelopment envisioned for Tukwila cannot be accomplished without the superior transit infrastructure offered by the Tukwila Transit Center.

Trip Reduction:

Commute Trip Reduction is an important benefit of the Tukwila Transit Center. Along with the expansion of Southcenter Mall, the mall owner, Westfield, is consciously moving away from the historic dominance of automobile travel and putting a greater emphasis on supporting transit use. Westfield will be constructing a covered pedestrian walkway from the southbound transit stop to the mall, contributing \$500,000 towards the development of the Tukwila Transit Center, and dedicating all of the required right-of-way for the southbound stop. Westfield is implementing a transportation demand management program, of which the Tukwila Transit Center is an important part, and has been granted a parking variance from the City of Tukwila in recognition of the commute trip reduction impacts of these efforts. Westfield understands the importance of the Transit Center, as a large number of the employees working at the mall rely on transit and a large percentage of transit riders shop at the mall.

System Continuity:

The current transit stops on Andover Park West in the vicinity of Southcenter Mall are inadequate for current operations and do not support future service expansion. Due to the awkward and constrained placement of the northbound stop near the intersection of Andover Park West and Strander Boulevard, route 140 is forced to follow an inefficient course in order to bypass the northbound stop and instead serve the southbound stop in both inbound and outbound directions. By providing a permanent and adequate location for the northbound stop, the proposed project removes a barrier to providing efficient service and also supports future capacity increases.

Parking:

The Tukwila Transit Center will enhance the bicycle and pedestrian environment through parking treatments in two ways – one related to vehicle parking and the other to bicycle parking. While the project does not contain the construction of vehicle parking, it nevertheless addresses the impact of parking on the pedestrian and bicycle environment. The transit stops that comprise the Transit Center, in particular the southbound stop, are located

adjacent to parking constructed by others. At the existing southbound stop, the lack of buffer between the expansive Southcenter Mall parking lot and the transit stop is a significant detriment to the quality of the pedestrian environment. The Tukwila Transit Center project will screen the parking lot and define the pedestrian/transit space with attractive landscaping, a low fence, and street trees. The combination of these improvements will create a pleasant, pedestrian-oriented waiting environment. In addition to this remedy of existing parking related issues, the Tukwila Transit Center will provide bicycle parking in a manner that is sensitive to the overall quality of the pedestrian and bicycle environment. Bicycle racks will be set back from the main sidewalk area and placed to the far side of the transit shelters. This location will simultaneously minimize potential conflicts between waiting transit riders, pedestrians, and cyclists while providing convenience to cyclists and good informal surveillance of the racks by waiting riders to minimize bicycle vandalism and theft.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

14. Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.**

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

☐ Not Yet Completed a. Final FHWA or FTA approval of environmental documents including:

☐ Not Yet Completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

☐ Not Yet Completed - Section 106 Concurrence.

☐ Not Yet Completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

☐ Not Yet Completed b. True Cost Estimate for Right of Way.

☐ Not Yet Completed c. Right of Way Plans (stamped).

☐ Not Needed d. Relocation Plan (if applicable).

☐ Not Yet Completed e. Right of way certification.

☐ Not Needed f. Certification Audit by WSDOT R/W Analyst.

☐ Not Needed g. Relocation Certification, if applicable.

☐ Not Needed - Certification Audit by WSDOT of Relocation Process, if applicable.

☐ Not Yet Completed h. Engineer's Estimate.

☐ Not Needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

All items listed under a) above will be completed by summer 2007.

Right of Way plans and certifications are scheduled for completion by fall 2007.

The Engineer's Estimate will be developed and finalized during Preliminary Engineering. This phase is scheduled for completion by summer 2007.

15. Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
ROW	10/1/07	STP	\$351,250
CN	3/1/08	STP	\$1,983,150
			\$
Totals:			\$2,334,400

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Planning	04/15/05	Federal	\$70,000
PE	02/15/06	City	\$200,000
PE	06/01/06	Private - Westfield	\$200,000
ROW	12/31/06	Private - Westfield	\$343,000
CN	12/31/06	State/King County	\$200,000
CN	12/31/06	Private - Westfield	\$300,000
TOTAL:			\$1,313,000

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$70,000	Planning:	04/15/05
Preliminary Engineering/Design:	\$400,000	Preliminary Engineering/Design:	07/15/07
Right of Way:	\$694,250	Right of Way:	10/01/07
Construction:	\$2,483,150	Construction:	03/01/08
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$3,647,400	Estimated date of completion (i.e. open for use)	11/01/08

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:
Both ROW and CN will be fully completed with this requested funding.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).

The Tukwila Transit Center contributes to emissions reductions as a result of both transit and non-motorized transportation related improvements.

Transit:

The current daily ridership at the three Transit Center stops is over 4,300. Four routes serve these stops: route 128 (Admiral District - Southcenter), route 140 (Burien - Renton), route 150 (Downtown Seattle - Kent), and route 155 (Southcenter - Fairwood). Between these four routes there are nearly 300 buses per day stopping at the three core stops, with some routes operating in the peak period only and others operating up to 21 hours from 5:00 AM to 2:00 AM. In the future, the number of buses per day could increase to 850, depending on funding availability.

The Southcenter Mall is being expanded, with an increase in gross leasable floor area of nearly 50% and a corresponding increase in daily trips associated with the mall of approximately 36%. However, the number of parking stalls will only be increased by approximately 18%. At the same time, ongoing redevelopment and densification is planned for the Tukwila Urban Center. Both of these efforts will generate an increase in the number of trips to and within Tukwila. The construction of the Tukwila Transit Center will enable a growing portion of those new trips, as well as existing trips, to be made using transit. Without the Tukwila Transit Center, the expansion of Southcenter Mall will have a negative impact on air quality. With the Tukwila Transit Center, that impact will be reduced and may even be reversed.

The Tukwila Transit Center will enable continued and accelerated ridership growth on the routes serving Andover Park West and Baker Boulevard. Without this investment, growth would be constrained by inadequate transit capacity and poor rider facilities. King County Metro currently estimates ridership growth to be approximately 3% per year. At this rate, the Tukwila Transit Center will have 4,800 daily riders in 2008, 5,100 daily riders in 2010, 5,900 daily riders in 2015, and 6,800 daily riders in 2020. The average trip length for these new riders is estimated to be 9 miles, based on the current average trip time of just over 30 minutes and the schedules and destinations of current routes. The rate of 3% is a conservative estimate based on the average countywide ridership growth rate. The improved rider experience provided by the Tukwila Transit Center, coupled with the redevelopment of the Tukwila Urban Center and larger trends such as rising gas prices, are likely to lead to a higher ridership growth rate. Each new passenger mile traveled on transit represents the potential elimination of a vehicle mile traveled (VMT). The following table provides an estimate of the potential reduction in daily VMT attributable to the Tukwila Transit Center. If ridership at the Tukwila Transit Center grows at a rate of 4% or 5%, as opposed to the baseline rate of 3%, that incremental increase in ridership corresponds to the potential VMT reductions caused by the Tukwila Transit Center.

Potential Daily VMT Reduction		
<i>Ridership Growth Rate</i>	4%	5%
<i>2010 Daily VMT Reduction</i>	910	1,830
<i>2015 Daily VMT Reduction</i>	3,780	7,790
<i>2020 Daily VMT Reduction</i>	7,700	16,270

Under auto dominated development patterns, the Tukwila Urban Center is near maximum build-out. To implement the desired intensification and densification of the urban core, a shift away from reliance on single occupancy vehicles is required. The Tukwila Transit Center is fundamental to this shift. The stops within the Transit Center project area are the most heavily used within Tukwila's commercial core, making the Tukwila Transit Center the focal point of transit use in the Tukwila Urban Center. These stops are the primary connection point between other communities and destinations in Tukwila. With the construction of the Tukwila Transit Center and the growing redevelopment of the Tukwila Urban Center, Tukwila will increasingly offer choice riders destinations they want to reach, accessible via pleasant pedestrian connections, from attractive transit facilities they want to use.

The main air quality benefit of the Tukwila Transit Center will be the shifting of trips from single occupant vehicles to transit. However, there are several additional minor transit related benefits. First, route 140 is currently required to circle the Southcenter Mall and use the southbound stop in both the inbound and outbound directions. Inadequate northbound stop facilities lead to this inefficient routing. The implementation of the Tukwila Transit Center will enable more streamlined routing, cutting the miles traveled by route 140. Second, the ample bus pullouts for both the southbound and northbound stops may improve traffic flow for general purpose traffic as well as transit vehicles by enabling buses to pull fully out of traffic while loading and unloading passengers and then allowing buses to reenter traffic at the far side of the intersection without delays caused by waiting for other buses to depart.

Bicycle and/or Pedestrian Facilities:

The Tukwila Urban Center will be at the heart of the future pedestrian-oriented Tukwila Urban Center. The project will provide improved pedestrian facilities adjacent to the transit stops, enhanced pedestrian crossings at Andover Park West and Baker Boulevard, and a direct connection to the new covered walkway that will be constructed to the Southcenter Mall. Not only will these improvements contribute to the attractiveness of transit use, they will also encourage employees and customers of nearby businesses to walk between destinations. Currently, it is not uncommon for people to drive the short distance between the mall and businesses on the east side of Andover Park West. The pedestrian safety and aesthetic improvements associated with the Tukwila Transit Center will encourage use of pedestrian facilities by non-transit riders as well as transit riders.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

The timing for construction of the Tukwila Transit Center is tied closely with many related projects in the area:

- The Southcenter Mall expansion is currently under construction and will be completed by August 2008.
- The Tukwila Station (Sounder/Amtrak station) design is underway and construction is anticipated by 2009.
- Design on the connecting pedestrian bridge between the Tukwila Core and Tukwila Station is funded and will begin in Summer 2006.
- Phase 2 of Sound Move will add Express Bus service to the Tukwila Transit Center.
- The Strander Boulevard Extension project, currently under design, will provide additional transit routing options serving the Tukwila Transit Center, the Tukwila Station, and other destinations in Renton and beyond.
- The Tukwila Urban Center Subarea Plan will be adopted summer 2006. Zoning changes encouraging dense urban development, particularly in the Tukwila Core will be made along with a Planned Action EIS that will streamline the redevelopment.
- The development market is already responding to the pending TUC Subarea Plan, particularly in the TOD area:
 - A mixed-use development north of the Tukwila Station with 291 multifamily units and 5,000 square feet of commercial is approved; building permits are pending review.
 - Two hotel sites fronting the Green River on the west side of West Valley Road are considering redevelopment to include more dense lodging as well as riverfront residential. Both sites are looking for urban, pedestrian friendly environments.